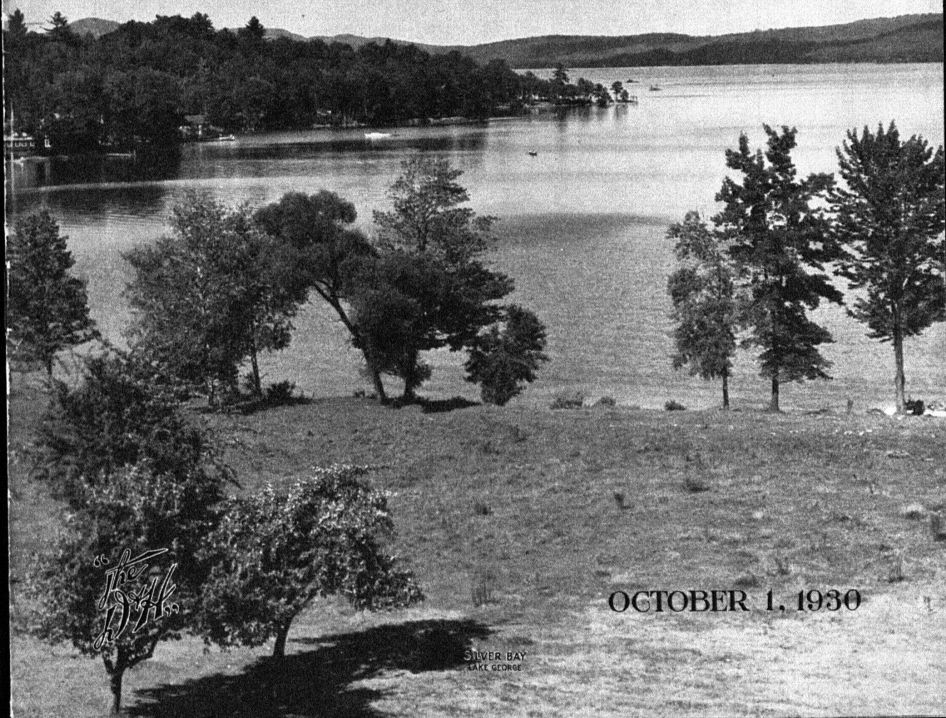


THE DELAWARE^{AND} HUDSON RAILROAD BULLETIN



OCTOBER 1, 1930

SILVER BAY
LAKE GEORGE

Mud and Stars



*"A man looked out through a window wide,
When the purple night was in bud,
There were trees and flowers in the rain outside,
But he saw only the mud.*

*"Another man looked in the gloaming time
Out through the iron bars;
He glanced beyond the mud and grime,
And he saw only the stars.*

*"It isn't so much what the world holds fair,
For stars and mud there be,
And it isn't so much what's really there,
For what we look for we see."*

—ANON.





The
DELAWARE AND HUDSON RAILROAD

CORPORATION

BULLETIN



Vol. 10

Albany, N. Y., October 1, 1930

No. 19

"Call Out The Wreckers"

Veteran Answered That Order Hundreds of Times in Twenty-Seven Years' Service

ONE of the most disastrous wrecks which ever occurred on the Pennsylvania Division, yet one of the most fortunate in that the locomotive was not derailed, happened to a freight train on the hill north of Ararat, in 1911, according to GEORGE TONKIN, retired Wrecker. Upon reaching the top of the grade at Ararat, the pusher cut off, dropped back while the train gained headway, then speeded up again to make the flying switch. The pin was pulled between the caboose and the pusher, the switch was thrown to run the engine in on the "Y", and the caboose rolled down the main to overtake the last car of the train. For some reason or other it did not run as fast that day as usual with the result that it stopped short of the train. The locomotive and 48 cars therefore started the long descent of the mountain toward Lanesboro without it.

Perhaps it was just as well for them that the train crew remained at the top of the hill in the caboose, for the train had hardly started down the incline when the engineman realized that he had "lost his air". Anyone familiar with the Jefferson Division knows what that means. For mile after mile the

track winds down the mountainside at a grade of 1.34, or a drop of 16 inches in every 100 feet. On one side the rocky face of the mountain rises perpendicular to the track; on the other there is a sheer drop varying from a few feet to over one hundred.

Throughout the seventeen miles of track there is one curve after another. Some are sweeping and wide where the track skirts a bend in the mountain, while others are extremely sharp.

When the engineman saw that he could not hope to control locomotive 1017 and the 48 cars behind, he ordered the fireman to jump, following him out of the gangway. Faster and faster the runaway reeled down the right of way. At last the rails could hold it no longer and the train jumped the track just south of Starrucca station, piling up in a mass of broken and twisted debris at the foot of the mountain, many feet below.

By some strange miracle the locomotive held to the rails, continuing down the hill. With the faint hope that it might stay on the track until it reached the foot of the mountain, the telegrapher at Jefferson Junction was told to throw the switch to let it up the Erie track, which rises at a sharp grade at that point.



GEORGE TONKIN

The Delaware and Hudson Railroad Bulletin

Hardly had he set the switches when the engine fairly flew around the curve north of the tower, speeding toward the crossover at a mile-a-minute clip. It was scarcely sort of miraculous that it took the switches without derailling and tearing up the entire interlocking plant, and continued up the Erie main until it came to a stop.

This was but one of the many wrecks which Mr. TONKIN helped to clear up in his 27 years as a member of the Carbondale wrecking crew, under Wreckmaster BERNARD F. BRENNAN, popularly known on the Pennsylvania Division today as "BARNEY" BRENNAN.

One of the most remarkable incidents he ever witnessed happened at Jefferson Junction in a head-on collision. TRAINMAN JOSEPH HERN was riding a few cars back of the engine of a southbound train when it happened. He was standing on a wooden underframe box car which telescoped when the engines came together. As the roof buckled a projecting beam caught the leg of his trousers and lifted him clear of the wreckage, head downward. For some time he hung there, unable to free himself. He was finally able to get loose by pulling his body upward and tearing the cloth.

MR. TONKIN's experiences on the wreckers came as a climax to a life of varied activity. Born in Devonshire, England, in 1863, the son of a farmer, GEORGE came to America in 1871. He remembers little of his life in England or the passage to America, except that the trip was made in the steamer *City of New York*. GEORGE had little time for school for he had to go to work at an early age to help support the family.

While his period of continuous service dates from 1901, GEORGE first entered Delaware and Hudson employ in 1875, picking slate in No. 3 breaker, on the old Gravity Railroad. Four years later he was transferred to the Maintenance of Way Department as a water carrier under Section Foreman Joseph Rosengrant in whose gang he remained for three or four years. In 1880, after working for a short period under Section Foreman Edward Inch, he secured a job on the Gravity at the foot of plane number 28 hooking cars to the cable. This is on the approximate location of the spot where the first coal was mined in Carbondale. During the latter part of his service on the Gravity he rode the coal cars on the planes between Carbondale and Olyphant.

In 1883 he was again transferred, this time entering the train service with John Kirkbride between Carbondale and Nineveh. MR. TONKIN had hardly become familiar with the work on the road when he was injured in the yard at Car-

bondale while working under CONDUCTOR ALEX MESSENGER. While making a coupling he was squeezed between two cars, being so severely injured that he was never able to return to this sort of work. He was therefore made a car repairer under Fred Toppin, at the rate of \$1.15 per day. In 1888 Mr. TONKIN tendered his resignation to enter the employ of the Pennsylvania Railroad as a Car Inspector at Wilkes-Barre. Twelve years elapsed before he returned to the Delaware and Hudson car shops at Carbondale where he worked under John Orchard, son of Master Car Builder Orchard, and who also later occupied that position. Two years later Mr. TONKIN became a wrecker, continuing in that capacity, until he was pensioned in 1928.

The first wreck MR. TONKIN ever saw happened at Jermyn. Engine 18 had sideswiped a train and was derailed, rolling down the bank. There were no cranes to lift it up then, however; it had to be backed up and pulled back on the tracks by Locomotive *Major Sykes*.

The longest day's work MR. TONKIN ever put in began when they were called, sometime in 1905, to reraill some cars at the Greenwood Breaker, at Minooka, a short distance south of Scranton. They arrived at the scene of the trouble in pouring rain, working all afternoon. Before they had finished a call was received to go to Nineveh to reraill some more cars. Starting north in the rain, they arrived at Carbondale just in time to clean up another derailment. Upon reaching Thompson they had to put several cars back on the track before they could continue north.

It was still raining when they reached Starrucca having already cleaned up three derailments, only to be told by ENGINEMAN SEELEY TITUS on a southbound light pusher engine that a washout had carried away the track at Steven's Point. WRECKMASTER BRENNAN secured some food from a hotel keeper at Starrucca and they waited until the track had been replaced at 7 P. M. the following evening. Arriving at Nineveh they made quick work of rerailling the cars. By this time the wrecking crew was again hungry; they had had only one meal in nearly 40 hours. Section Foreman McCracken, who had just entertained a G. A. R. post at dinner, provided an excellent meal for the hungry wrecking crew.

By this time the men were so nearly exhausted that most of them slept on the homeward trip.

(Continued on page 295)

Police Team Places Fifth

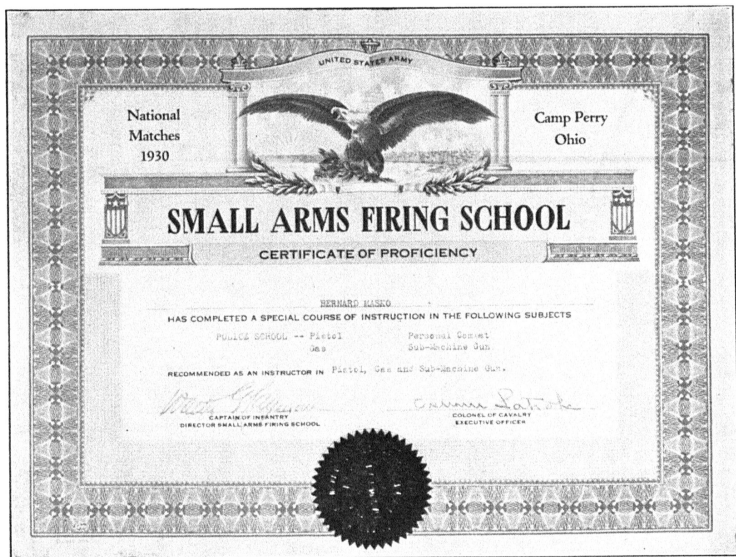
*Delaware and Hudson Marksmen Make Fine Showing in National Police Pistol Shoot
Held at Camp Perry, Ohio, After Placing Fourth in Toledo Competition*

SHOOTING against the crack marksmen of nineteen city, state, and Canadian Police Departments, one of which teams broke the world's pistol record, and four of which exceeded the mark which won the championship cup last year, the Delaware and Hudson Police Department Pistol Team tied with the Los Angeles team for fifth place at the National Police Pistol Match at Camp Perry, Ohio, August 29. The competition this year was the keenest it has ever been and the Delaware and Hudson team's score of 1081 is considered very good in national competition.

The winning team, Detroit Police Department, broke the world's record for this course by scoring 1112 points for a four-man team. Last year the

New York City Police won the match with only 1082 points, one more than was scored by the Delaware and Hudson men in the 1930 match. Our team increased its total over last year by 57 points, which is a big improvement and is indicative of championship material. It is also an interesting fact that the Delaware and Hudson team had previously defeated Detroit at the Ohio State Shoot in Toledo, Ohio, on August 24.

Members of our squad entered the Police School at Camp Perry which awards a certificate of proficiency to men who complete the course successfully. In addition to marksmanship, the school offers courses in Jiu Jitsu and chemical warfare. The Delaware and Hudson team made such a fine appearance at the Match that Captain



Certificate Awarded Graduates of Police School At Camp Perry

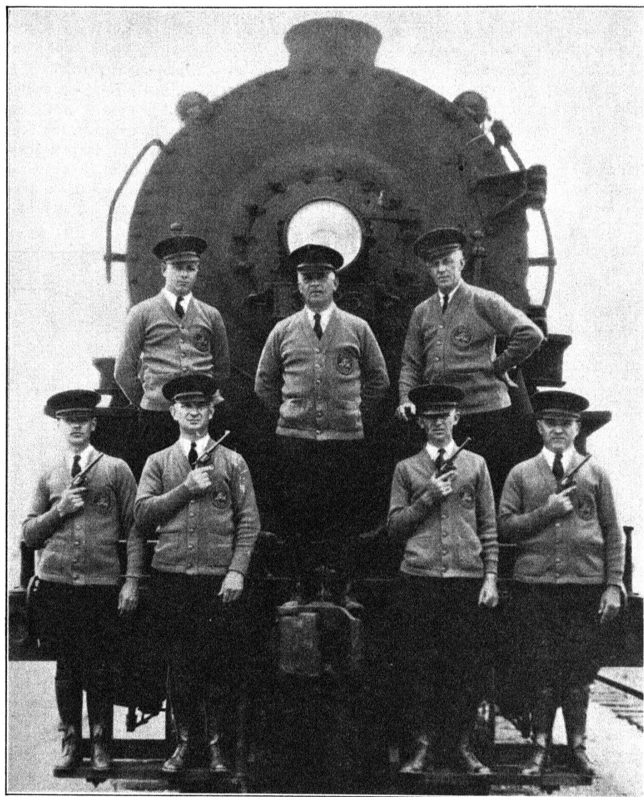
The Delaware and Hudson Railroad Bulletin

Norris of the United States Army, Instructor of the School, complimented the team's captain, INSPECTOR J. P. ANDRES, and requested that the team pose for a picture to be published in the National Rifle Association Magazine.

Scores of the Delaware and Hudson marksmen, together with the match totals were as follows:

D. & H. Police	
PATROLMAN B. R. MASKO	277
PATROLMAN L. GRATCOFSKY	276
PATROLMAN H. J. RUSS	268
PATROLMAN L. B. PENNINGTON	260
Total	1081

Police Pistol Team



Front Row, Left to Right: Patrolmen Masko, Pennington, Gratcofsky, Russ. Back Row: Patrolman Overbaugh, Inspector Andres, (Team Captain) and Lieutenant Bentley, (Assistant Team Captain).

A comparison of the scores made by the various teams this year together with their scores and standings of last year is given below:

Standing	Organization	Score (1930)	Score (1929)	Standing (1929)
1.	Detroit	1112	1080	2
2.	Portland	1098	1076	4
3.	New York	1094	1082	1
4.	Baltimore	1088	1054	6
5.	*DELAWARE AND HUDSON RAILROAD	1081	1024	11
5.	*Los Angeles	1081	**	
7.	Penn. State Highway Patrol	1073	922	16
8.	Hartford	1060	1028	10
9.	Toledo (No. 1)	1056	1032	9
10.	Seattle	1046	**	
11.	Detroit (No. 2)	1044	**	
12.	Newport News	1024	**	
13.	Buffalo	1017	**	
14.	Rochester	1006	**	
15.	Pittsburgh	994	954	15
16.	Royal Canadian Mounted Police	979	1034	8
17.	Toledo (No. 2)	978	1022	12
18.	New Orleans	955	**	
19.	Saginaw	937	**	
19.	Washington, D. C.	927	**	

* These two teams were tied for fifth place.

** Team did not compete in the National Pistol Match in 1929.

In the Ohio State Revolver Match at Toledo, Ohio, on August 24, the Delaware and Hudson team placed fourth, led only by the U. S. Navy, Toledo Police, and Los Angeles Police, scoring a total of 1298 with a five man team. The Navy team, which won first place honors, scored 1323, 25 points higher than our team. In this match PATROLMAN J. H. OVERBAUGH shot a score of 267 in the individual competition, placing him among the first ten competitors, for which he will receive a bronze medal.

Scores of our team in this match were as follows:

D. & H. Police	
PATROLMAN L. GRATCOFSKY	270
PATROLMAN J. H. OVERBAUGH	268
PATROLMAN H. J. RUSS	264
PATROLMAN L. B. PENNINGTON	255
PATROLMAN B. R. MASKO	241
Total	1298

It is never too late to be what you might have been.—George Eliot.

The Modern Juggernaut

THE State Bureau of Motor Vehicles reports 34,402 people injured and 914 killed in motor vehicle accidents during the first five months of 1930, an increase of 72 deaths over the corresponding period in 1929. A study of the table prepared by the Bureau reveals some significant facts.

It is evidently safer to ride than to walk, for out of the total of 34,402 persons injured 18,136 were pedestrians while only 11,133 were hurt in collision with automobiles.

Of the number of accidents involving pedestrians 4,198 were caused to persons crossing between intersections 4,054 to children playing in the street, 2,710 to persons crossing intersections against signals, and 1,671 to pedestrians coming from behind a parked car. These facts speak for themselves. In cities the pedestrian is more often to blame for injuries received than the automobile driver.

The greatest number of accidents (2,648) occurred between five and six P. M. during the homeward trend of travel; the next greatest between seven and eight P. M. (2,606). From eight to nine P. M. (2,468) and from six to seven P. M. (2,450) come next in numerical frequency.

As might be expected Sunday was the day on which most accidents (5,762) occurred with Saturday a close second (5,504). The other days of the week vary but little, Thursday having the lowest record, 4,297.

"Call Out The Wreckers"

(Continued from page 292)

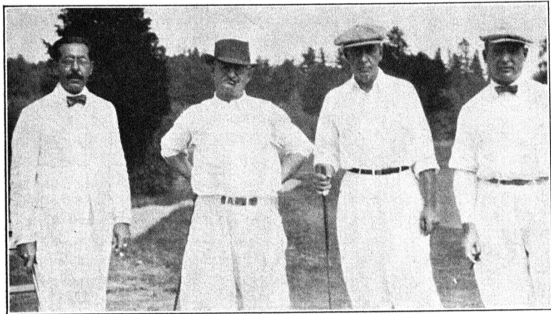
Upon reaching the scene of the recent washout, they learned that a fast freight had tipped over on the newly filled ground. So tired that they could hardly move about, the crew cleaned up its fifth wreck on one trip.

MR. TONKIN has eight children, five boys and three girls. Robert is an Interstate Commerce Inspector at Harrisburg, Pa.; George is in Woodbridge, N. J.; Roy is an automobile salesman in Hartford, Conn.; Frank is a machinist in the Coalbrook Breaker, Carbondale; and RALPH is employed in our Accounting Department office at Carbondale. Of the daughters, one is in Philadelphia; the other two reside in Carbondale.

Traffic Cop (sourly): "Say, you think you're IT, don't you?"

Jack: "Sure I am. Didn't you just tag me?"

Freight And Ticket Agents Hold Ann



Left to Right: Colonel J. T. Loree, Chief Engineer J. M. MacMartin, Vice-President F. W. Leamy and Assistant General Manager H. F. Burch.

THE first annual meeting of the Freight and Ticket Agents of The Delaware and Hudson Railroad Corporation was held at the Hotel Champlain, Bluff Point, N. Y., September 2, 3, and

4, 1930. Although the agents have been meeting annually for twenty-two years previous, this was their first meeting since the incorporation of the railroad as a subsidiary of the Delaware and Hudson Company, of which it was formerly the railroad department.

COLONEL J. T. LOREE, Vice-President and General Manager, who addressed the agents and other officials who assembled at the first business session, remarked that the corporation had gone "on its own" at a time

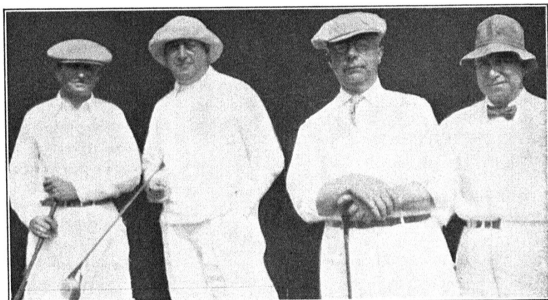
when conditions in the transportation field were most unfavorable, especially to a newly formed corporation. Many of the railroads are being obliged to reduce forces and economize in all



Annual Meeting At Hotel Champlain

possible directions during this period. While the Delaware and Hudson has not found it necessary to resort to wholesale reductions in its force, it is nevertheless important that the agents as well as all other employees guard against any extravagance or waste as only in this way can the profitable operation of the railroad be made possible.

The company, on the other hand, is continuing to expend money for betterments in conformity with President Hoover's request made at the conference of railroad heads held in Washington a year ago, the Delaware and Hudson budget for 1930 involving the expenditure of some \$1,200,000 for this purpose.



Left to Right: Judge Joseph Rosch, Winner of Officials' Tournament, M. J. Powers, General Passenger Agent, J. K. McNeillie, Superintendent, and G. E. Bates, Assistant to Vice-President, I. D.

This program includes huge sums for grade crossing elimination in the city of Albany and elsewhere, the installation of rails weighing 130 pounds per yard in place of the present 90 pound



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standard, the rebuilding of hundreds of cars and the construction of four new experimental locomotives, numbers 651-654 inclusive, the last two of which are to be completed within the next few months.

COLONEL LOREE referred to world wide economic conditions as related to the business depression in this country, making special reference to the situation in China, Russia, and India. The new tariff was referred to as not being as much of a deterrent to business as it first appears although having an adverse effect on our export trade because of the retaliatory steps taken by other nations. In the automotive industry alone the annual exportation of 1,500,000 automobiles has been suddenly interrupted so that it may be two or three years before this surplus is disposed of in the domestic market.

All this, of course, affects the carriers and makes the practice of strict economy a necessity.

After welcoming the agents to Bluff Point in behalf of the President and Board of Managers, whose guests they were, COLONEL LOREE turned the meeting over to EDWARD MARTIN, of Coopers-town, president of the Freight and Ticket Agents' Association. MR. MARTIN, speaking for the agents, thanked the management for the privilege of assembling at the Hotel Champlain. He then called on J. P. COSTELLO, Secretary-Treasurer, to read his report for the past year. MR. COSTELLO reported a total membership of 155 agents and a satisfactory financial condition.

In an interesting paper on "Operating Statistics", J. F. FORNER, Statistician for Operations, outlined how the various periodic reports of his department were arrived at and the significance of some of the figures.

L. E. CLARKE, Assistant General Time Inspector, traced the development of time-keeping devices from the earliest types to the most modern watches, emphasizing the important part the Delaware and Hudson management under PRESIDENT L. F. LOREE had taken in bringing about standardized watch inspection on American railroads. As an exhibit MR. CLARKE displayed the time piece by which Engineman Charles Houghton successfully piloted his train out of Binghamton in the years 1891-3. It was an alarm clock which hung before him in the cab and was about the size of the locomotive's steam gauge.

At the second business session J. C. ELLIS, Compensation Claim Agent, explained the new legal relation of corporations and employees, this subject being highly important to agents.

In his paper "The Doctor and the Railroad", DR. J. W. GHORMLEY, Company Surgeon, was

able to discuss a matter of even greater interest to every man present—his personal health. The value of periodic health examinations was emphasized very forcibly by means of statistics quoted from insurance company records.

W. G. STOREY, General Freight Agent, discussed "The Widening of the Rate Structure" in an excellent paper delivered at the final session. M. V. BECKSTEADT, General Freight Agent, spoke informally on the recent Eastern Rate Case Decision of the Interstate Commerce Commission. This was followed by a general discussion of various subjects brought up by the agents.

The necessity for relieving the railroads of the unbearable tax burdens under which they are now staggering was pointed out by F. W. LEAMY, Vice-President. After a brief but intensely interesting description of the Chateaugay Ore and Iron Company and its operation, as well as its relation to the other component parts of the Delaware and Hudson Company, MR. LEAMY discussed the subject of railroad taxation.

A very serious situation now exists due to the tremendous increase in taxes, principally state and municipal or local, due to the great amount of money spent on public improvements. Federal taxes, being based upon income, are not as burdensome as they are levied only at times when the carriers are in position to pay them. For the year 1929 federal taxes were 23 per cent and state and local taxes 77 per cent of the Delaware and Hudson tax bill.

Since 1890 railway taxes have increased 1220 per cent. This is more than 13 times as much as the increase in population and over three times the increase in railway net earnings during this same period.

From 1911 to 1917 taxes averaged 14 per cent of the carriers earnings while from 1921 to 1929 24 cents of every dollar went for taxes, and 1930 will be the worst year yet in this respect. Class I railroads in 1929 paid taxes of over \$400,000,000 and they will pay more in 1930 despite the depleted revenues resulting from the prevailing business depression.

Most items of expense can be controlled by the railroad managements. Taxation cannot be. It is a case of "taxation without representation". For this reason it is the duty of every citizen to do all in his power to reduce the local tax burden in order to permit the continued operation of the carriers.

MR. LEAMY also spoke in appreciation of the whole hearted cooperation between the agents and

(Continued on page 302)

Bowlers Open 1930-31 Season

*Albany Athletic Association's New League Comprises Two Eight-Team Divisions;
Ladies' Organization Consists of One Eight-Team Unit*

THE Delaware and Hudson Athletic Association's Bowling League opened its 1930-31 season Monday evening, September 15, on the Broadway R. R. Y. M. C. A. alleys in Albany. This year the league has been divided into two groups, the American and National Divisions, consisting of eight teams each, whose schedules call for twenty-eight weeks of bowling, during which time each team will have rolled against every other team four times. At the end of the season the two teams winning first places will roll a six-game championship series for which an attractive prize will be awarded.

The Athletic Association will also be represented by a team in the Albany City Bowling League and the Chamber of Commerce League. Arrangements have also been made to send three teams to Buffalo next March to compete in the American Bowling Congress.

In addition to the championship award, suitable prizes will be given to the teams finishing first, second, and third in both the American and National Divisions, the eight highest average men in the combined league, and the three men scoring the highest single games. There will also be three high-three-game prizes and fifteen blind prizes. Games will be rolled on the R. R. Y. M. C. A. alleys three nights of each week, Mondays at 8:15; Tuesdays at 7:30 and 9:30; and Wednesdays at 8:15 P. M.

The teams in the two divisions, together with the team captains, are as follows:

American Division: Saratoga, JOHN A. BEALE, JR.; Carbondale, HAROLD H. EGGLESTON; Whitehall, O. H. FAUS; Binghamton, S. G. MALSAN; Rouses Point, N. F. HERRICK; Montreal, R. P. GEMBERLING; Scranton, H. G. WALDBILLIG; and Port Jervis, R. L. IRISH.

National: Oneonta, IRVIN KELLEY; Schenectady, FLOYD CLOUGH; Plattsburg, E. B. SNIFFEN; Fort Edward, FRANK P. ROWE; Mechanicville, H. J. WILLIAMS; Wilkes-Barre, KENNETH LEWIS; Albany, J. F. FORNER; and Troy, E. J. FLANIGAN.

The officers of the league are President, J. R. LINDSAY; Vice-President, IRVIN KELLEY; Secretary, H. VEDDER; and Treasurer, C. J. KINNEY. The executive committee includes F. R. ROWE,

Chairman, JOHN A. BEALE, JR., HOWARD HOOGKERK, HAROLD H. EGGLESTON, and EDWARD B. SNIFFEN.

The Ladies' Division of the Athletic Association's Bowling League opened its season Monday evening, September 22, with an eight-team league. The ladies will also be represented by a team in the Albany City League. Games will be rolled on the R. R. Y. M. C. A. alleys Mondays and Tuesdays at 5:30 P. M. Match games with other teams will also be arranged during the season.

In addition to the championship award presented to the team finishing the season in first place, prizes will be given to the team leading the league at the end of the first half of the season, and the team finishing first in the second half. Other awards go to the ladies having the four highest averages, high three games, high single, team high three games, and team high single.

The teams in the league and their captains are: Superintendents, IDA IRISH; Traffic, DORIS GREEN; Generals, LILLIAN LASHIER; Revenue, MARIE HANNEY; Disbursements, HELEN BUEHLER; Colonie, NELLIE SCOTT; Transportation, MARION POPP; and Personnel, JANE FABBO.

The officers of the league are: President, HELEN BUEHLER; Vice-President, NELLIE SCOTT; Secretary, MARIE HANNEY; and Treasurer, JANE FABBO.

A group of traveling men were swapping lies about their radios in a Smith Center drug store. An old man had been listening silently.

"Got a radio, old man?" asked one of the drummers."

"Yeah," replied the old fellow, "I got a little two-tube affair. It's a pretty good one, though."

"Can you tune out these little stations with it?"

"Well, I was listening to a quartet the other night, and I didn't like the tenor, so I just tuned him out and listened to the three of them."

Child—"Sheeps is the dumbest of all animals, ain't they, mama?"

Mother (absently)—"Yes, my lamb."

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BULLETIN

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ALBANY, N. Y.

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All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 10

October 1, 1930

No. 19

Stephenson's Watch Stolen

THE following news item taken from the *London Times* of August 12, 1930, is of particular interest:

"Thieves who broke into Poyle Manor, near Staines, occupied by Mrs. R. D. Bain, early yesterday stole a lady's half-hunter watch which at one time belonged to George Stephenson, the railway pioneer, a Diamond Sculls trophy dated 1844, a gold Louis XVI, oval-shaped box, rings, and brooches, and bank notes totaling £15."

Education And Schooling

A MISTAKE of many people is to assume that they can't be educated unless they have had formal schooling.

They say, "I didn't go through high school" or "I didn't go to college."

This is expected to excuse them for a lack of knowledge of anything outside the range of a laborer or a common clerical drudge.

Yet a large part of the most intelligent and best-read men of the world never saw the inside of a university. Education isn't poured into a man, like gasoline into a tank. Schools furnish a whip to compel the lazy and indifferent to improve themselves, even against their will. They guide and encourage the competent and ambitious students. Sometimes they stimulate gifted young men and women.

But nothing can be learned in school that cannot be learned almost as well outside school. The

man who studies and reads on his own responsibility must furnish his own driving power. If he goes lazy there is no one to spur him on. Lazy men gain little from education, anyway. They are bossed by men of energy and intelligence who likely had less formal education than themselves.

Today the man who wails "I couldn't go to school" receives even less sympathy, because of the astonishing growth of adult education, home study, or whatever it may be called. The equivalent of a high school or college education is now widely offered, and there is no exaggeration in stating that the opportunity is open to everyone, no matter where he may live.

The eagerness with which thousands enroll in these night schools and home study classes is not surprising to those who know the limits to which ambitious men and women have gone in the effort to make themselves part of the intelligent section of humanity. Millions have always worked and studied at home. Now that the way is open for them to organize their study they are taking advantage of what is offered.—*Through the Meshes.*

Random Thoughts

Let us be thankful for the fools. But for them, the rest of us could not succeed.—*Mark Twain.*

"I like to see a man proud of the place in which he lives; I like to see a man live so that his place will be proud of him."—*Abraham Lincoln.*

I congratulate poor young men upon being born to that ancient and honorable degree which renders it necessary that they should devote themselves to hard work.—*Andrew Carnegie.*

Real service is rendered, not by the critic who stands aloof from the contest, but by the man who enters into it, and bears his part as a man should, undeterred by the blood and the sweat.—*Theodore Roosevelt.*

But words are things, and a small drop of ink,
Falling, like dew, upon a thought, produces
That which makes thousands, perhaps
Millions, think.—*Byron.*

Stephenson's Engines

Inventive Genius and Never-Say-Die Spirit of Young Slate Picker and Mine Fireman Resulted in His Becoming Known As "The Father of Railroads"

IN these busy days when stupendous engineering works are of common occurrence we are forgetting the early engineers, who, in the face not only of technical difficulties, but of fierce opposition and bodily fear, laid the foundation of our present gigantic system of steam transportation.

Before taking up a description of the locomotive engine, which one hundred years ago achieved what scientific men had proved by mathematics to be an impossibility, we will glance at the troubles of the old-time engineers, of which their modern brothers know nothing.

The present-day engineer cannot scheme anything that cannot be built. It is only a question of cost. But at the close of the eighteenth, and at the beginning of the nineteenth centuries our predecessors, while developing new ideas, were constantly asking themselves whether that which they wanted could be made. Workmen were dull and slow and the early engineers had to pull off their coats and show their men how to make things.

Many of the first locomotives were built in blacksmith shops connected with the mines where the crude pumping and winding engines were made and repaired. This brings us to the coal mines in the north of England where the village of Wylam is situated on the River Tyne, west of Newcastle. A few hundred yards from its eastern extremity stands a humble cottage which was the birthplace of George Stephenson, "the father of railways and the perfecter of the locomotive". The lower room in the west end of this house was

the home of Robert Stephenson, Sr., and his wife Mabel, and there George was born, June 9, 1781. The walls of the room are unplastered, its floor is of clay and the bare rafters are exposed overhead.

"Old Bob", as his neighbors called him, was employed as a laborer at the colliery. As his wages were not more

than twelve shillings a week and as there were five children besides George, there was little to spare for clothing and nothing for education, so none of the children could be sent to school.

Young George led the ordinary life of working people's children. When only eight years old, he herded cows at a wage of two pence a day, and here he began to make models of engines in clay from a nearby stream. He was quick-witted, with great powers of imitation. We next hear of him as a "picker" to clean the coal of stone, slate, etc., at a wage of six pence a day. Here, surrounded by coal dust, amid the slow, mournful throb and wheeze of the Newcomen pumping engines, the sharp blast of steam from the winding engines and

other deafening sounds, to say nothing of the company of rough brutal men who never spoke without an oath and whose only way of settling a dispute was by personal combat, our future engineer worked his way up to the position of fireman at a shilling a day.

In his spare time his custom was to take an engine apart, examine and clean the pieces and put them together, getting his first lessons in mechanical construction. But he was now in his eighteenth year and could not read. He had



GEORGE STEPHENSON

The Delaware and Hudson Railroad Bulletin

heard of Boulton and Watt's engines and was told they were fully described in books. He then attended a night school, kept by a poor teacher, where he learned spelling and reading at a cost of three pence a week. He also mastered the rudiments of writing and, at the age of nineteen, was proud to be able to write his own name. Later he took advanced lessons and it was found that George developed a remarkable capacity for arithmetic, so essential to him in his future profession.

And it may here be remarked that among the secrets of success in Stephenson's life was the quickness and industry with which he seized every opportunity to acquire knowledge. Again, he was always very much in earnest and ready to learn something from every man, high or low. He had a way of giving the closest attention to any one who talked to him. He was courteous and kindly and a natural gentleman.

At the age of twenty he held the responsible office of brakeman at twenty shillings a week. A brakeman had charge of a winding engine at the pit's mouth, by which the coal was drawn up from the mine in baskets held in a cage. When the cage appeared near the surface, the brakeman controlled the speed by the throttle valve and a brake applied to the flywheel by a treadle. Great care was required to stop and start the cage at the right place.

George was diligent and observant while at work and sober and studious when work was done. On Saturday afternoons when the pitmen were paid off, they occupied themselves chiefly in cock fighting and dog fighting, followed by adjournments to the beer shops where they spent most of their wages.

In 1802 George married Fanny Henderson, a domestic servant. She was a perfect wife. While sitting by her side in his cottage when the miners were singing, roaring and fighting in the beer shops, he was studying mechanical subjects and making experimental models. It was here that his son was born on October 16, 1803. The boy was christened Robert and he was destined to be his father's right-hand man, as we shall presently see.

We shall pass over the period when George continued to progress from driving stationary engines to the time when he built this machinery himself, adding improvements of his own, until the matter of locomotive engines entered his mind for serious consideration.

(To be continued)

Agent's Hold Annual Meeting

(Continued from page 298)

the Accounting Department, certain changes in the system of handling station accounts having helped the situation.

W. T. CAMPBELL, Agent at Mechanicville, for the committee on resolutions, expressed the appreciation of the agents at having been privileged to attend the meeting. It was regretted that PRESIDENT LOREE was unable to attend because of being in Europe at this time. Appreciation of the remarks of COLONEL LOREE and VICE-PRESIDENT LEAMY and of the papers presented at the meeting was also expressed. It is expected that extracts from these papers will be published in coming issues of the *Bulletin*.

Interspersed with the business sessions there was a diversified program of entertainment including golf, tennis, quoits, and bathing on the "Beach of the Singing Sands". The "Generals", a picked team of Delaware and Hudson baseball players, defeated the Saranac Pulp and Paper and the Rouses Point teams on successive afternoons before delegations of Agents. Sight-seeing trips to Ausable Chasm and speed boat rides on Lake Champlain also proved popular.

The Delaware and Hudson quartet gave programs of vocal numbers which were well received each evening. Motion pictures portraying the recreation of the outstanding important events in American history were shown, the subjects covered being "Columbus", "Wolfe and Montcalm", and "The Eve of the Revolution".

A new feature introduced at this year's meeting was the awarding of a silver cup to the winner of the Officers' Handicap Golf Tournament, JUDGE JOSEPH ROSCH of Albany.

Other winners were:

Agents' Handicap (18 holes)

- 1st. S. H. MOSIER, Saratoga Springs.
- 2nd. H. A. OTIS, Division Agent, Plattsburgh.
- 3rd. E. R. HAYES, Fort Ann.

Agents' Court Golf

- 1st. T. W. PYNE, Wilkes-Barre.
- 2nd. E. R. HAYES, Fort Ann.
- 3rd. J. H. WILD, Schenectus.

Agents' Clock Golf

- 1st. E. R. HAYES, Fort Ann.
- 2nd. S. H. MOSIER, Saratoga Springs.
- *3rd. L. C. ROSE, Cobleskill.

* Three Agents tied. Decided by lot.

"Your job, like your mirror, gives you back just what you put into it."

Clicks from the Rails

Movie Made on U. P.

The Union Pacific System played an important part in the filming of "Oh, Yeah?" a current Pathe picture, in which Robert Armstrong and James Gleason are featured. Much of the action in the picture takes place in a railroad construction camp in a rugged section of California. For more than a week, the entire company of players, Director Tay Garnett and a large technical staff, lived in railroad cars in a community unto themselves. The Union Pacific not only supplied the Pullmans but also a special diner and club car, with a Union Pacific chef catering to the palates of a hard-working group of troupers.

Longest Train

If the total cars that were loaded last year were placed in a solid train it would require 1,000,000 locomotives and a similar number of cabooses to house the train crew necessary to handle the train, according to R. H. Ashton, President of the U. R. A. The crew would be three times the population of Chicago. There would be 10,000 miles of locomotives, 390,730 miles of train, and 5,685 cabooses, an overall length of 406,417 miles. Routed west through Chicago and reported on block at 7 A. M. traveling 30 miles per hour, it would require approximately 564 days and 11 hours to clear the block after having wrapped itself around the world 16 times en route, without stopping for coal, water, or the sixteen hour law!

Comparative Speeds

In this age of speed, the seaplane holds first place and the automobile comes in second. Here are the records with the time per mile for each:

Seaplane, 11.3 seconds; automobile, 15.6 seconds; motorcycle, 32.5 seconds; motorboat, 38.2 seconds.

Horses and man are much slower, of course, than motive powered speeders, as the following will show:

Bicycle, 1 minute 4.2 seconds; horse, 1 minute 34.8 seconds; ice skating, 2 minutes 30.6 seconds; running, 4 minutes 10.4 seconds; swimming, 21 minutes 43.3 seconds.—Public Service.

Wins Medal for Bravery

A belated but deserved recognition has been awarded to Vice-President Champ Carry, of the Pullman Car & Manufacturing Corp., in the form of a Distinguished Service Cross. During the World War, Mr. Carry was a lieutenant in the 18th Field Artillery, Third Division. The citation for which the decoration was given reads as follows:

"Lieutenant Carry, assisted by another officer, carried a wounded man under fire to a place of comparative safety, from where the soldier was evacuated to the rear. The utter disregard for his own safety displayed by Lieutenant Carry was an inspiration to the entire command."

Champion Bowler a Railroader

Larry Shotwell, clerk at the West End station of the Louisville & Nashville at Cincinnati, competing in the thirtieth annual American Bowling Congress in Cleveland, emerged from among the 10,000 contestants as the World's individual bowling champion. Shotwell clicked off strike after strike and wound up with a three-game series of 774, 25 pins higher than any previous record.

Abyssinian Rides Engine

Tafari, ruler of Abyssinia, is to be given first hand information about American locomotives by a personal representative, according to Associated Press reports. Lij Mlaka E. E. Bayen put on overalls and rode in an engine cab from Washington to Baltimore. Kantbra Gabru, co-envoy, meanwhile sat in a parlor car wearing white linen with a mantle of black silk and a green and red collar.

Another Crack Shot

Special Officer John W. Thomas of the Railway Express Service, formerly sergeant in the Marine Corps, with which outfit he was enlisted for sixteen years, won the Louisiana Pistol Match for New Orleans at the recent State Police Convention in Monroe, by scoring a 92 out of a possible 100. The first prize was a .44 revolver, and after winning it, Thomas, who was pistol instructor and rifle instructor, with expert rating in both branches, gave an exhibition, in which he scored 90 out of a possible 100 firing with his own service automatic held upside down, pulling the trigger with his little finger.

Absent Minded Vacationists



COURTESY MUTUAL MAGAZINE

It's Up To You !



YOU are the fellow who has to decide
whether you'll do it or toss it aside;
whether you'll try for the good that's
afar, or be contented to stay where you are.
Take it or leave it. There's something to
do! Just think it over. It's all up to you.

—Haysco Spigot.